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THE POPULAR
SCOTCH
WHISKY.
Per Dozen \$13.50
H. PRICE & CO.
12, Queen's Road.

Hongkong Daily Press.

ESTABLISHED 1857.

GRAND PRIX PARIS 1900
The Highest Possible Award.
JOSEPH GILLOTT'S PENS.
Of Highest Quality, and having
Greatest Durability are there-
fore CHEAPEST.
The Only Award Chicago, 1893.

No. 13,882 號式十月初十日月十五日十一月十五日 HONGKONG, TUESDAY, SEPTEMBER 16TH, 1902. 式有禮 號陸十月亥年式零百九仔壹香港香 PRICE, \$21 PER MONTH

WATSON'S
GINGER BEER
IN STONE BOTTLES
IS BREWED IN THE COLONY
AND IS THE BEST ON THE
MARKET.

A. S. WATSON & CO.
LIMITED.
ESTABLISHED 1841.

[145]

JOHN WALKER & SONS'
VARIETY
KILMARNOCK WHISKY.

This World-renowned
FINE OLD HIGHLAND WHISKY,
Sole Shippers CUTLER, PALMER & CO.,
is obtainable in Hongkong of their Agents,
SIEMSSSEN & CO.

Hongkong, 1st January, 1901.

CUTLER, PALMER
& CO.'S

PRICE \$11.25 PER DOZEN

NET

"SPECIAL BLEND" WHISKY

Bleed
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Distillations of the
Finest Scotch Whiskies

Apply to

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HONGKONG HIGH-LEVEL TRAM-
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TIME TABLE.

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7.30 a.m. to 8.00 a.m. Every 10 minutes.

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12.45 p.m. to 1.15 p.m. Every 10 minutes.

1.15 p.m. to 1.45 p.m. Every 15 minutes.

1.45 p.m. to 2.15 p.m. Every 10 minutes.

2.15 p.m. to 3.00 p.m. Every 15 minutes.

3.00 p.m. to 3.45 p.m. Every 10 minutes.

3.45 p.m. to 4.00 p.m. Every 15 minutes.

4.00 p.m. to 4.45 p.m. Every 10 minutes.

4.45 p.m. to 5.00 p.m. Every 15 minutes.

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5.45 p.m. to 6.00 p.m. Every 15 minutes.

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Extra cars at 11.20 p.m. and 11.45 p.m.

SPECIAL CARS by arrangement at the Com-
pany's Office, 38 & 40, Queen's Road Central.

JOHN D. HUMPHREYS & SON,

General Managers.

Hongkong, 1st October, 1901.

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VICTORIA CYCLE
EMPORIUM.

THE pleasure of cycling consists in having
a first-class machine, and the above
Establishment is always leading in this respect.
We are Agents for the famous "NEW
HOWE" and "MONOPOLE" CYCLES,
and we also supply fittings of every description.
Bargains can be had in Second-hand Machines.
Repairs executed with promptitude and skill.
Enamelling a Specialty.

MCKIRDY & CO.,
43 & 45A, QUEEN'S ROAD EAST.
Hongkong, 4th April, 1901.

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GREEN ISLAND CEMENT COMPANY.

PORLTAND CEMENT.

\$5.50 per Cask of 375 lbs. net or Factory.
\$3.50 per Bag of 250 lbs.

SHEWAN, TOMES & CO.,
General Managers.

Hongkong, 7th June, 1902.

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NOTICE.

We have this day been appointed
AGENTS FOR HONGKONG
for TAIWAN STONE AND SHELL LIME
FACTORY, MACAU.

These Limes have been tested by experts, and
found to be SUPERIOR TO ANY OTHER FOUND
IN CHINA. All houses should be lime-washed
with this Lime. It gives an odour of sweeteness
and kills vermin. It is a decided check on
plague and other pestilent diseases, and it is
invaluable for building purposes having been
tested and found to give 80 to 70 lbs. to the
square inch breaking strength.

Orders will be received and testimonials can
be seen and prices quoted on application to

O. E. WARREN & CO.

30, Des Voeux Road Central.

Hongkong, 16th June, 1902.

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W. BREWER & CO. 23 & 25, QUEEN'S ROAD.

EMPIRE TYPEWRITER.	All the World's Fighting Ships, by June, 1902 \$12.00
NEW BOOKS AND NEW EDITIONS.	THE FRENCH IN TONKIN AND SOUTHERN CHINA, by A. CUNNINGHAM; Illustrations and Map. \$3.00
Theerle's Iron and Steel Ship-Building; 2 Vols. and Plates.	Modern Mural Decoration, by Alfred Lys Baldray. 10.00
Prospecting for Minerals, by S. H. Cox.	Hindustani Dictionary, by Craven; 2 Vols. 8.25
Boilers, Marine and Land: their Con- struction and Strength.	Philip's Manual of Geology. 14.00
Triple and Quadruple Expansion Engines and Boilers, by Loek. 3.60	FRENCH CUEVES IN SETS. 4.50
Marine and Steam Engines, by Sonnett and Orman. 15.50	THE NEW PARKER PING-PONG BAT: THE LATEST IMPROVEMENT IN BATS. 2.75
Double-Barrelled Detective Story, by Mark Twain	PING-PONG BALLS. 1.00
	NEW STOCK SLAZENGER TENNIS RACKETS AND BALLS. 1.00
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	GENTLEMEN'S BLACK AND BROWN BOOTS AND SHOES: THE BEST ENGLISH BRAND IN THE MARKET. LADIES' BOOTS AND SHOES: EN- GLISH AND FRENCH MANUFACTURE. [146]

REMINGTON TYPEWRITERS WITH ALL REQUISITES.

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ESTABLISHED IN LONDON IN 1815.

SHIPPERS TO CHINA FOR 75 YEARS.

Their Brands are favourably known all over the World.

The following are some of their Stocks with the undersigned:

SUPERB OLD COGNAC,
\$23.75 PER DOZ.

Distinguished by Four Stars on the label.

ANOTHER FINE COGNAC, \$16.75 per doz.

Less old than the above.

IMPERIAL BRANDY
\$12 PER CASE.

THE ELITE OF WHISKY—
THE "PALL MALL,"
\$21 PER DOZ.

11 Years old; the finest quality shipped.

Each bottle bears an Analyst's certificate.

C. P. & Co.'s OWN SPECIAL
BLEND WHISKY,
\$11.25 PER DOZ.

Very soft, palatable, and mature.

EVERYBODY SHOULD TRY THESE ITEMS

C.P. & Co.'s INVALIDS' PORT
\$21 PER DOZ.

This fine Wine is old, soft, and of grand flavour.

See analysis and certificate by Professor Catall.

DOURO PORT,
\$15 PER DOZ.

A fine, full, and fruity wine.

AMOROSO SHERRY,
\$21 PER DOZ.

LA TORRE SHERRY,
\$17.50 PER DOZ.

A natural and most pleasant wine to the taste.

BENEDICTINE LIQUEUR—
D.O.M.,
\$41.75 PER DOZ.

For Particulars, apply to—

PASTOR TH. KRIELE,
Headmaster of School,
Hall of Union Church, Kennedy Road;

or PAUL BREWITT,
DAUBERT & Co.,
Hongkong, 15th September, 1902.

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BONZOLINE.

The SUBSTITUTE for IVORY in the
TROPICS. Does not crack or change its shape.

Is coloured throughout and always keeps its
colour.

Has the same hardness, click and elasticity
as the very best ivory.

BONZOLINE BILLIARD BALLS, size 2½ inch,
Rs. 31/8 set of three.

BONZOLINE POOL BALLS, size 2½ inch,
Rs. 126/- set of twelve.

BONZOLINE PYRAMID BALLS, size 2½ inch,
Rs. 168/- set of sixteen.

BONZOLINE SNOOKER BALLS, size 2½ inch,
Rs. 231/- set of twenty-two.

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BILLIARD TABLE MANUFACTURERS,

60 & 61, BENTINCK STREET,

CALCUTTA. 2119-2

CARTRIDGES.

NOBEL'S SPORTING BALLISTITE.

Absolutely Smokeless and Water-resisting.

THE BEST NITRO-POWDER IN THE WORLD.

PRICE OF 12-DOZ CARTRIDGES—

Loaded with Powder only. 1 oz. of Shot.

Primrose Cases ... \$6.25

Pegamoid Cases ... 6.85

Ejector Brass Cases 7.50

2 per cent. discount on orders of 1,000 and over

Apply to—

W.M. SCHMIDT & CO.,
Gunmakers,

Hongkong.

Hongkong, 3rd July, 1902. 1839

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LANE, CRAWFORD & CO.

ENGINEERS, SHIPBUILDERS, BOILER MAKERS AND BLACKSMITHS.

BRASS AND IRON FOUNDRIES.

COAST AND RIVER-STEAMERS, STEAM-WATER BOATS, LIGHTERS,

TUGS AND FAST STEAM-LAUNCHES.

PUMPS, PACKINGS, GENERAL STORES AND ENGINEERS' TOOLS OF

EVERY DESCRIPTION.

OFFICES & SALES-ROOMS, 60 & 62, DES VOEUX ROAD CENTRAL.

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PLANS, SPECIFICATIONS AND TENDERS.

CONSULTING AND SUPERINTENDING ENGINEERS AND SURVEYORS.

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LANE, CRAWFORD & CO.

ENGINEERS, SHIPBUILDERS, BOILER MAKERS AND BLACKSMITHS.

BRASS AND IRON FOUNDRIES.

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A. S. WATSON & CO.,
LIMITED.

WINE MERCHANTS.

ESTABLISHED A.D. 1841.

CLARETS.

	Per 12	Per 21
Qts.	Pts.	Pts.
ST. ESTEPHE, ...	87.20	87.80
ST. JULIEN, ...	9.00	9.60
LA ROSE, ...	12.00	13.20
CHATEAU HAUT-BRION LARIVET, ...	18.00	19.20
CHATEAU MOUTON-DARMAILHACQ, ...	21.00	22.80
CHATEAU PONTEL-CARNET, ...	25.00	—
CHATEAU LA TOUR-CARNET, ...	30.00	—
CHATEAU RAUZAN, ...	42.00	—
CHATEAU LAFITE, ...	48.00	—

These CLARETS are specially selected and obtained from the LEADING FRENCH GROWERS; they are of exceptional value and in fine condition.

CHATEAU LA TOUR CARNET,
CHATEAU RAUZAN AND
CHATEAU LAFITE

are recommended to the notice of Connoisseurs as high-class after-dinner Wines.

We guarantee our Wines and Spirits to be genuine only when bought direct from us in the Colony or from our authorised Agents at the Coast Ports.

A. S. WATSON & CO.
LIMITED,

THE HONGKONG DISPENSARY.

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NOTICE TO CORRESPONDENTS.

Only communications relating to the news columns should be addressed to THE EDITOR.

Correspondents must forward their names and addresses with communications addressed to the Editor not for publication, but as evidence of good faith.

After acceptance for publication should be written on one side of the paper only.

No unaccompanied signed communications that have already appeared in other papers will be inserted.

Orders for extra copies of Daily Press should be sent before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash. Telegraphic Address: Passas, Codes: A.D.C. 5th Ed. Lieber's P.O. Box, 33. Telephone No. 12

BIRTHS.

On the 14th September, at the Peak, Hongkong, the wife of David Wood, of a son. [2475]

On the 2nd September, at Bangkok, the wife of FREDERICK SAMPHOR, of a daughter.

The Daily Press.

HONGKONG OFFICE: 14, DES VŒUX ROAD CL.
LONDON OFFICE: 181, FLEET STREET, E.C.

HONGKONG, 16th September, 1902.

It is refreshing to see a vigorous protest against Russia's conduct in Manchuria made at last in a responsible journal which is not published in the Far East. It is a long time now since the British Press in China and Japan raised its voice against the absolute want of faith shown by the Tsar's Government with regard to the north-eastermost province of the Chinese empire. We need not recapitulate all the insincere assurances made by Muscovite representatives in the East and at the courts of the Powers as to Russia's intention one day in the near future to evacuate Manchuria, safeguarding only the railway line. No one requires to be reminded how Russia has acted up to her traditional policy.

Agreements have been signed and promises made, with the customary sequel of non-fulfilment. But of late the conduct of the invading officials in Manchuria has been intolerable. Not only have travellers been prevented as far as possible from getting about Manchuria at all and all non-Russian trade checked to the extent of the aggressors' power, but now we are told that the Russian Minister at Peking has advised the commander of the troops to expel the British employees of the Chinese Imperial Maritime Customs who were sent to resume charge of the Manchurian Postal Service. Well may the New York Times talk of "effrontery" and "cynicism" on the part of Russia. The words are not strong enough. The Russians are behaving in Manchuria as their Government would not dare to act in Russia herself. It can be imagined what an outcry would arise were that Government to expel

the employees of a company in Russian territory on account of their nationality. A serious international affair would immediately appear. But this reported outrage occurs in territory still Chinese, by Russia's own admission in black and white. If this conduct is to be borne, the question may well be asked, what of Great Britain's remaining prestige in North China. It is not known outside Ministerial circles what our Government is doing with regard to the continued occupation of Manchuria and the arbitrary acts of the Russian commanders. Questions asked in Parliament have failed to elicit any information of value. Yet it can hardly be believed that nothing at all is being done. In the first place, such a supposition would mean that the new Anglo-Japanese Treaty, which is looked upon as such a notable stroke of policy, breaks down at its first trial. Great Britain and Japan jointly guaranteed the integrity of China and Korea. Manchuria is not excepted from this convention, as it was, according to the German statement, in the once lauded Anglo-German Agreement. If then, Russia can so far neglect the new Dual Alliance in the East as to settle down for an indefinite time in Manchuria, the Alliance is proved impotent within the briefest date of its conclusion, and the boast of Lord SALISBURY's last few months of office is shown to be foolish and idle.

Certain nations no doubt look forward with equanimity to the permanent occupation of Manchuria by China's northern neighbour. Germany has shown that she does not care what becomes of a province where her trade is practically non-existent. France naturally welcomes the idea. A writer in the *Revue des Deux Mondes* last month has an article on what he calls "Russian Manchuria." Taking the remarkable view that Russia's pacific intentions are shown by the continuation of the Trans-Siberian line through Manchuria, he maintains (which nobody will dispute) that Russia must go on guarding the railway, even if she evacuates the rest of the province, and (a totally different matter) that Russia must not permit any commercial competition in Manchuria. Russia, says the writer, will have the fruits of annexation without any of the responsibilities. This is a very natural view for a Frenchman, an admirer of France's ally, to take. It cannot, however, commend itself to the nations with any commercial interests in Manchuria. Three nations, Great Britain, the United States, and Japan, in varying proportions, have important stakes in Manchurian trade. Two of these nations have guaranteed to each other the province's integrity, in common with that of the rest of China. Is it not therefore more than time that an understanding is come to in the matter before things go too far? If the situation continues to develop in the manner it has recently been developing, then we can see no security whatever for the peace of the Far East—and this peace means also the peace of the world in general.

His Excellency the Governor and family will take up their residence at the Peak on Wednesday.

The annual general meeting of the Hongkong Cricket Club will be held in the Pavilion on Tuesday next, the 23rd inst., at 5.15 p.m.

Migratorial enquiries into four recent cases of fatal collapses of houses are shortly to be held. The first one opens on the 25th inst., at 2.15 p.m.

The United States exports to Hongkong in 1902 are estimated to be \$3,500,000 (gold) in official statistics just published. In 1892 they were \$4,894,049.

Beside the one case of plague (Japanese) last week there was one fatal case of cholera (Chinese). Otherwise the Colony was free from communicable disease.

The visitors to the City Hall Library and Museum during last week were 200 non-Chinese and 46 Chinese to the former, and 48 non-Chinese and 1,725 Chinese to the latter institution.

On the 9th inst. a farewell dinner was given to Sir James L. Mackay at the Shanghai Club by some of the numerous friends that he made during his stay in Shanghai. Mr. F. S. Bourne, Acting Chief Justice, being in the chair, and Messrs. C. J. Dodge and E. B. Skottow in the vice-chairs. After the toast of the King had been duly honoured, the Chairman proposed the health of the guest of the evening in a brief speech, to which Sir James responded.

The P. & T. Times writes:—To put it is matter of surprise that Sir James Mackay and his colleagues have paid no visit to the North. The vast bulk of the northern trade is masked by the fact that, qua imports, it is tabulated in Shanghai. Had Sir James come North he would have found that *letitia* looms by no means largely in North China and that it is not the dreadful incubus on trade that it is in the centre and parts of the South. Those best qualified to know maintain that as a rule it amounts to no more than 2½ or 3 per cent. ad valorem.

Out of the 14 steamships, with a total tonnage of 46,102, which entered the port of Bangtak in August, Great Britain claimed 4, of 2,940 tons!

The final tie in the Warren Football Shield at Singapore on the 5th inst. was won by the Sth Co. R.A., who defeated the Tanjong Pagar team by 5—0.

Mr. Maurice de Banzon, who was formerly stationed in Siam, is to be Secretary to the Embassy at Paris, with the rank of Minister Plenipotentiary.

H.M.S. *Tweed* has replaced H.M.S. *Esk* at Ichang. Most of the *Esk*'s officers and crew are on board, but a new commission is shortly expected. The health of the foreign community at Ichang is not very good, several members being down with various ailments.

According to a return made by the Sanitary Bureau in the Japanese Home Department on the 2nd inst., the total number of cholera cases reported in Japan this year is approximately 5,239, of which 2,625 ended fatally. The infected areas extend over three cities and twenty-one prefectures.

A telegram received in Shanghai from Tokyo stated that Prince Tsai Chen, Special Ambassador to the Coronation, was to be met at Shimoneseki by the China Merchants steamer *Heiyu*, which had gone there to convey the Prince and suite straight to Tientsin, and that they would leave Shimoneseki yesterday, the 15th inst., for their destination.

According to a Tungshau report, there has been a fight between Cantonese and the Chinese police there over some gambling dens, and there are said to be several southern rascals at Tungshau who are curse to their quiet and hard-working countrymen, who would be very glad to be rid of them but dare not take the matter into their own hands for fear of troubles with their distant homes.

The Nagasaki Press understands that the Japanese Ministers of Home Affairs and Finance have now come to a final decision unfavourable to the estimate for the Nagasaki Harbour Improvement scheme, and have formally notified the Mayor to this effect. The Home Minister has decided to despatch a responsible official to Nagasaki to go thoroughly into the question and report to him.

The latest news from Chinchou received at Changsha reports the arrest so far of sixteen rowdies. Some belong to Chinchou city and others to villages lying in the near vicinity of that city who happened to be in Chinchou on the occasion of the murder of Messrs. Bruce and Lewis, it being one of the regular weekly market days. Not one of the sixteen would, however, confess himself to be the head of the riot, and the officials are still looking for the man.

Mr. J. D. Spokes, proprietor of the *San Francisco Call*, has sworn to a warrant in the police court at San Francisco charging Governor Gage of California with libel. The alleged libel is contained in a statement, published on the 5th ult., in which the Governor said that charges against him recently published in the *Call* were made for the express purpose of attempting to defeat his renomination. Judge Caban's signed the warrant, which was placed in the hands of Captain of Detectives John Martin for service on the Governor.

Mr. Fyfe, a surveyor who had enough of British North Borneo after a few months' service, thus describes one of the sights there, the *Straits Times* says:—They have a railway there, and it is the funniest railway you ever saw or heard of. It was constructed before cart-roads were made, and the railway does not seem to have any approach road at all; and for sixteen miles it runs through a mangrove swamp into which it almost disappears! That is the Jesselton-Beaufort railway and Jesselton is now the capital.

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A German contemporary says:—At the international prize-firing which was arranged for officers and men of the different foreign contingents, and which took place on 10th and 19th ultimo in Tashkent in favourable weather, the Indian regiment made the best score whilst the Germans came in second, the French third, the Japanese fourth, the Russians fifth and the Italians (naval detachment) last. It was highly interesting to watch the firing of the different nationalities, the Russians firing with fixed bayonets. Colonel Dobie of the Punjab regiment made an excellent score in pistol-firing and also secured a first prize in rifle-firing.

The *Osaka Asahi* publishes the following paragraph as based on the statement of a traveller who returned from London by the *Kamakura Maru*, and landed at Kobe on the 3rd inst. The traveller is presumably Mr. Matsumi, First Secretary to the Japanese Legation in London:—“The reply of Viscount Cranborne, Under-Secretary of State for Foreign Affairs, to the question relating to the Anglo-Japanese Alliance in the House of Commons (that England did not ask for a treaty, she granted them) may have been a slip of tongue. It is not probable that he made such an utterance with any intention of slighting Japan. Viscount Cranborne appeared afterwards to have felt uneasy at the nature of his reply, and could not have had a sound sleep that night. Next morning he called on the Secretary for Foreign Affairs (Lord Lansdowne) and made an explanation. At the same time Viscount Hayashi, the Japanese Minister, visited the Foreign Office and asked for an interview with Viscount Cranborne, who received the Japanese Minister with a downcast face. Viscount Cranborne then made exhaustive explanations, and offered profuse apologies. The result was a thorough reconciliation, and the conversation ended in smiles.”

The Japanese exhibition at the Whitechapel Art Gallery attracted 50,000 visitors in a fortnight.

Honolulu papers to hand report the murder by a Japanese cabin-boy of Captain J. J. Jacobson, of the s.s. *Fred J. Wood*, while the vessel was bound from Portland to China with a cargo of lumber.

General Chaffee, who is to be relieved of the chief command in the Philippines at the end of September by General George Davis, is to have a great reception on his arrival at San Francisco from Manila, as it is considered that General Chaffee's conduct of military affairs in the Philippines has greatly enhanced his reputation both in military circles and with the public.

A New York despatch of 5th inst. says:—The much-discussed anti-expansion plank will in all probability be incorporated in the Democratic platform. All old Democratic doctrines are ignored in the campaign book which has just been issued by the congressional campaign committee; but it charges the Republicans with thwarting anti-trust legislation, advocates the revision and reduction of the tariff, an off-treaty conclusion of reciprocity-treating, and in this issue accuses the Republicans with inexcusable and unnecessary delay.

A resolution of the Government of India has been published announcing the formation of a Board of Scientific Advice to meet ordinarily twice a year. Its function will be that of a central authority in relation to the various scientific departments growing up in connection with the Revenue and Agricultural Department. Its duties will be to see the work of scientific research distributed to the best advantage and prevent the claims of abstract science being given undue precedence over economic or applied sciences. The Board will be presided over by the Secretary of the Revenue and Agricultural Department. The Indian Government has asked the Secretary of State for the services of an entomologist.

CHOLERA IN THE PHILIPPINES.

The cholera in Ililo is assuming something of an epidemic form. The report of the 4th inst. from there showed a mortality of nearly 300 in the province. Inspectors have been detailed to fight the disease there and everything possible will be done by the civil authorities to stamp it out. The City of Manila had about the average number of cases on the 4th inst.—12 Filipinos, 3 Chinese, and 2 Americans. The returns of cases and deaths which have been reported since the commencement of the outbreak show 3,869 and 2,012 as the respective totals of cases and deaths.

FATAL ACCIDENT AT NAVAL YARD EXTENSION WORKS.

It was reported yesterday that Sue Chuk (34), a coolie employed on the Naval Yard extension works at Ma Tau Kok, was accidentally killed on Saturday afternoon by the gib of a crane falling on his head. The unfortunate man's left leg was broken, and the gib also inflicted a terrible wound on the crown of his head. The deceased was engaged with others in moving large blocks of granite with the crane, and at the time of the accident was making the key of the crane fast to a block of granite. The wire rope suddenly parted, allowing the gib of the crane to fall on the deceased, who was killed instantaneously. The body was removed to the mortuary.

CRICKET.

OFFICERS, E.G.A., V. SERGEANTS, R.E.A.

Appended are the scores of this match, played in the Happy Valley on the 11th inst.—

OFFICERS.	1902.
Lieut. L. A. Franchard, b Thurlow	25
Capt. H. W. Smith, c Wallis	16
Capt. D. Clapham, a Gallagher	26
Capt. Cunningham, a Wallis	23
Capt. G. E. Lovell, b Wallis	24
Capt. Lovell, b Thurlow	32
Lieut. Watson, c Field	0
Lieut. Bland, c and b James	0
Lieut. Clark, c Harvey, b Wallis	1
Lieut. Spencer, b Thurlow	3
Lieut. Disney, not out	19
Total	103
SEROGENTS.	109
Sgt. Wallis, b, w, b Fanshaw	0
C.Q.M.S. James, b Fanshaw	25
Sgt. Megra, b Clapham	10
Sgt. Field, c Lovell	11
Sgt. Lovell, a, b, w, a, Lovell	6
C.Q.M.S. Ansell, c Cunningham, b Stevenson	22
C.Q.M.S. Harvey, c Smith, b Stevenson	6
Sgt. Ewen, c Cunningham, b Stevenson	5
Sgt. Megra, run out	2
Sgt. Gallagher, not out	11
Extras	1
Total	103

ALLEGED ARMS SMUGGLING.

It is reported from Tientsin that Viceroy Yuan Shikai is much concerned with the receipt of news first from Germany, that a steamer laden with 10,000 Mowers and sixty pompons, with the necessary ammunition, left Hamburg in June last, presumably for China. But the moment the steamer had left Hamburg all trace of her was lost until it was learned that she had arrived in some Philippine port in July, where the munitions had been transhipped into another vessel. Then came news that the cargo had arrived in August at Macao, where a steamer flying the Chinese flag took over the arms and ammunition. From this spot all trace has been lost. Secret enquiries made at all the treaty ports at the instance of the Peiping authorities have failed, so far, in giving the needed enlightenment, and it is thought that the cargo was meant either for the Kwangtung rebels or to arm the rapidly multiplying Boxers in the Yangtze Valley.

The above story is from the N.C. *Daily News*'s Notes in Native Affairs. We wonder if the Macao Government's attention has been drawn to the statement.

EGRAMS.

"DAILY PRESS" SERVICE.

FAR EASTERN AFFAIRS.

[FROM OUR CORRESPOND

POLICE COURT.

Monday, 15th September.

BEFORE MR. F. A. EASTLAND (POLICE MAGISTRATE).

ALLEGED THEFT OF FIRE-CRACKERS FROM THE P. & C.

Wong Kong, a junk-master, was charged with stealing 190 packages of fire-crackers, value about £2.00, from the P. & C. S. Co. on 28th June. He pleaded not guilty.

Mr. J. Hayes, solicitor, appeared for the prosecution, and asked for a remand, which his Worship granted. Bail was fixed at 50/-.

The case comes on Monday next at ten o'clock.

ROBBERIES IN THE HARBOUR.

Five coolies were brought up by Inspector Gauld on charges of committing armed robberies at various dates on sampans in the harbour and of receiving stolen goods; a female friend of the prisoner was also charged with receiving stolen goods, the proceeds of the robberies.

The cases were remanded till Friday at ten o'clock.

ALLEGED SERIOUS ASSAULT.

A case in which a Chinese watchman employed at Messrs. Jardine, Matheson & Co.'s godowns at Wan-chai was charged with having assaulted Mr. J. E. Sinclair, the caretaker, by striking him with an iron bar, was remanded till Friday.

BEFORE MR. J. H. KEMP (ACTING POLICE MAGISTRATE).

A TIRED COOLIE.

Abdul Samad, clerk and interpreter of the Magistracy, charged a ricksha-coolie with refusing to complete his journey and also with travelling at less than a reasonable rate of speed. The defendant plead not guilty.

The complainant stated in evidence that he engaged the defendant's rickshaw at West Point, and had not properly started when the coolie dropped the vehicle and declared that he was too tired to go any farther. Eventually he consented to proceed, only to repeat the performance. When the complainant was at last unsuccessful in getting him to agree to resume his very uncertain way, he walked so slowly to the Travel Yard from West Point to the Travel Yard occupied three-quarters of an hour.

The defendant told his Worship that he was tired, and that his feet were very sore. He wanted the complainant to take another rickshaw, but this he refused to do.

The charges were found proved and the defendant was fined a couple of dollars.

DISORDERLY SEAMAN.

An American seaman on the U.S. transport *McLellan* pleaded not guilty to creating a disturbance in Elgin Road, Kowloon, on Sunday night.

The Indian police sergeant who arrested him said the defendant was indulging in a noisy argument with a ricksha-coolie, whose vehicle he was dragging along the road. The coolie told the sergeant that he would not accept the defendant as a passenger because he was too drunk.

The defendant was discharged with a caution.

HONGKONG COTTON SPINNING, WEAVING & DYEING CO., LTD.

The fifth ordinary meeting of the above Company was held yesterday in the office of the general manager (Messrs. Jardine, Matheson & Co.). The Hon. C. W. Dickson (chairman) presided, and there were also present: Messrs. A. Haupt and R. Chatterton Wilcox (directors), W. A. Cruikshank, K. M. Ross, C. H. Ross, J. Barton, K. A. Chioy, Ho Fook, Lo Cheung Shiu, Ho Yu Kam, A. Shaw (manager), A. Brooke Smith (secretary), and others.

The notice calling the meeting having been read,

The CHAIRMAN said—Gentlemen, —The report and statement of accounts now before you I propose that you concurrenee to take as read. The result of which I hope you will regard as satisfactory. Our yarns are becoming well and favourably known and there is a steady and increasing demand for them, which under normal conditions should allow of our working with fair margins. The position appeared to your Consulting Committee sufficiently encouraging to justify the purchase of additional machinery and a further 5,000 spindles, part of which has already arrived and been erected and the remainder is expected to be in working order early next year. Although latterly we have been handicapped to some extent by considerable sickness amongst our operatives, yet we have reason to congratulate ourselves that this year escaped any severe visitation of plague, and if only we are next year equally fortunate we may hope to benefit by increased production from the addition to our plant and also from the gradual improvement which is taking place in the aptitude of our workpeople. The health of our employees is of a matter of very great importance to the Company, and it is obviously good policy to ensure their being comfortably housed. To this end it has been decided to expand a considerable sum in the erection of a large and suitable building capable of accommodating some 800 hands, the site selected being upon land adjacent to the mill itself and belonging to the Company. These quarters are to be ready for occupation by the end of March next, and it is hoped that being kept as they will be in a really sanitary condition (the danger of an epidemic will be very much minimised). The items of expenditure will be alluded to will explain to you the reasons which actuate the policy of writing off property account what may appear to you a large amount. Before moving the adoption of the reports and accounts, I shall be pleased to answer any questions.

No questions were asked.

The CHAIRMAN—There being no questions, I beg to move the adoption of the reports and accounts as presented.

Mr. K. A. CHIOY seconded, and the motion was unanimously adopted.

Mr. J. BARTON moved the confirmation of the appointment of Mr. R. C. Wilcox as a member of the Consulting Committee, he having joined the Committee during the temporary absence of Sir C. P. Chater, C.M.G., also the re-election of Messrs. A. Haupt and R. C. Wilcox to the Consulting Committee.

Mr. K. M. Ross seconded, and the motion was adopted unanimously.

Mr. W. A. CRUIKSHANK moved the re-election of the auditor, Mr. Hutton-Potts.

Mr. C. H. Ross seconded, and the motion was adopted unanimously.

The CHAIRMAN—That is all the business, gentlemen. Dividend-warrants will be ready to-morrow on application.

EXPORT CARGO.

For steamer *Toupin*, sailed on the 8th September. For Marseilles—170 bales raw silk, 2 cases alike, 2 cases embroideries, 23 pieces tea, 25 cases paper, 18 cases hair, 2 cases porcelain, 3 cassia-bark, 32 cases Jiang-hsing. For St. Chamond—10 bales raw silk. For Lyons—275 bales raw silk.

LATE TELEGRAMS.

NEWS VIA SHANGHAI.

THE HAITIAN GUNBOAT AFFAIR.

Berlin, 8th September.

The Hamburg steamer *Marcoumua* has been plundered by Haytian rebels, who were in possession of the Haytian gunboat *Côte-d'Ivoire*. The German gunboat *Panther* thereupon destroyed the rebel ship. The crew escaped and fled to Gonaville. The *Panther* then went to Port-au-Prince. No diplomatic complications are expected to arise from this action.

Berlin, 9th September.

The news of the action of the German gunboat *Panther* against the Haytian rebels has everywhere been received with great satisfaction.

A DIPLOMATIC CHARGE.

Berlin, 8th September.

The French Ambassador in St. Petersburg, Marquis de Montebello, has been forced to resign his post. The Paris Press intimates that the reason is to be found in the view taken up by him towards the Republican Government.

WESTERN EUROPE AND EASTERN ASIA.

Berlin, 9th September.

An international conference will be held in Paris on the 25th instant in order to discuss the question of direct traffic from Western Europe to East Asia by way of the Chinese Railway.

GERMANY AND BRITAIN.

H. M. the Emperor has conferred high decorations upon his British guests at the German Manufactures, viz.: Secretary of War, Brodrick, and General Kenny, French and Ulster. Field Marshal Roberts was the receiver of a present from H. M. the Emperor.

THE SUPPOSED DISAPPEARANCE AT SINGAPORE.

Recently there was reported the mysterious disappearance at Singapore of a young Italian named Alfredo de Lucre, who came out as an attaché to Messrs. Pertile & Co., on July 31st, and vanished from his home at Pasir Panjang on the 14th ult. Great sympathy was felt for his friends at the time, because it was feared that he was ailing and got lost in the jungle, or had met with foul play. When it transpired, however, that he had purchased a ticket to Penang by the s.s. *Culpo*, the sympathy died away, and the reward of \$200 for information as to his fate or whereabouts was withdrawn. It now seems, according to the *Straits Times*, that de Lucre's disappearance was not unpremeditated. Prior to leaving, he took several blank cheques from his firm's cheque-book, and, it is alleged, beautifully forged them as payable to himself to the aggregate of \$100.00. This sum was duly paid by the H. & S. Bank, and de Lucre took the money to Penang. There he did a foolish thing. He went to the Chartered Bank and changed his good money into a draft on London for \$30,000, and proceeded on his way to England. Meanwhile Messrs. Pertile & Co. looked up their bank-pass book, and found they had been swindled out of \$9,000. Immediately, the authorities were communicated with, and the full facts transpired. Then telegrams were sent to stop payment of the draft and arrest the man at Port Said. It is stated that the forgeries were works of art, as regards the signature of the firm, etc. De Lucre is believed to be a passenger on the N. Y. K. liner *Bingo Maru*, which left Singapore on the 16th ult. and was due at Port Said on the 9th inst.

GOLD DECLINING IN VALUE.

Until recent times both gold and silver have been used as measures of values, says Mr. C. L. Redfield in the *Engineering Magazine*, and both have been produced by manual labour, assisted by such tools as the miner could carry with him. As neither metal occurs in large masses, the amount of effort required to produce them long remained a nearly constant quantity, from which fact came the idea that they represented definite and uniform values. In the somewhat large silver deposits became available by reason of the introduction of improved machinery. The consequence of this was a reduced cost of production, and this reduced cost was in a few years reflected by a fall in the price of silver compared with gold. During the last decade concentrated effort has been going into the production of gold, exactly as it went into the production of silver some 30 years ago.

This concentrated effort has been, and is now, reducing the cost of producing gold. Owing partly to the comparatively short time through which the improved methods of producing gold have been in operation, and partly to the temporary shifting off of the least expensive supply, by reason of the South African war, the amount added to the general stock of the reduced cost of production has affected market values to only a limited extent. With the re-opening of the South African mines and a continuance of the process of reducing the cost of producing gold, the value of silver will decline, and this decline will be reflected in the price of silver compared with gold. During the last decade concentrated effort has been going into the production of gold, exactly as it went into the production of silver some 30 years ago.

CONSUMPTION OF WATER IN THE CITY OF VICTORIA AND HILL DISTRICT DURING THE MONTH OF AUGUST.

LEVEL.

1901. 1902.

Below overflow. Above overflow.

Tytan 8 ft. 6 in. 0 ft. 1 in.

Above overflow. Level.

Pokfulam 1 ft. 8 in. 0 ft. 0 in.

Below overflow. Below overflow.

Wongnicheng 20 ft. 1 in. 0 ft. 2 in.

STORAGE GALLONS.

1901. 1902.

Tytan 315,870,000 384,800,000

Pokfulam 69,640,000 66,000,000

Wongnicheng 9,780,000 30,000,000

Total 395,090,000 480,894,000

CONSUMPTION OF WATER IN THE CITY OF VICTORIA AND HILL DISTRICT DURING THE MONTH OF AUGUST.

LEVEL.

1901. 1902.

Consumption ... 119,520,000 105,518,000 gallons

Estimated population 213,500 215,100

Consumption per head per day 18.5 15.8 gallons

CONSUMPTION OF WATER IN KOWLOON PENINSULA DURING THE MONTH OF AUGUST.

LEVEL.

1901. 1902.

Consumption ... 110,000,000 17,432,000 gallons

Estimated population 37,100 57,500

Consumption per head per day 0.5 0.8 gallons

The Government Analyst reports that the water is of excellent quality.

W. CHATHAM,
Water Authority.

A GRUESOME PLAGUE SCENE.

The following gruesome picture of what befell on a plague-stricken village in the P'eng-pan, whose inhabitants persistently refused all advice in the direction of plague preventative measures, is taken from the diary of a plague officer. He writes:—"This village has a population of 3,000 and the death from plague last cold winter came up to nearly 80. The people were morose and when the epidemic was at its height, and the officials tried to persuade them, they flatly refused plague preventative measures, using absurd arguments in defence. Owing to the large number of bodies to be disposed of daily, which became a heavy task, they were simply thrown in the fields surrounding the village; this attracted a pack of wolves and all the village dogs, which, having lived on these bodies for some time, were found dead not far from the scene of their recent gruesome feast, doubtless due to plague. Now there are scarcely any dogs left in this village." One would like to say (says the *Civil and Military Gazette*) that this bare official record may prove an object-lesson to those who ignorantly refuse the only measures that at the present time have been found at all effective in staying the plague, viz., vaccination of infected dwellings, the segregation of the sick from the healthy, the temporary isolation of those who have been in contact with the sick, and inoculation as a measure of personal protection. These are the only means to be used.

It does excellent work especially manifolding, and is always ready for use.

The SMITH PREMIER has an automatic type-cleaning device, whereby all the type is easily cleaned in one minute's time. No other machine has this equipment. It also possesses all the latest improvements that all other writing machines have, besides many others, which will be explained at the agent's office.

The SMITH PREMIER is used by all the Government Officials and Consulates throughout the world, also by most of the leading business houses one working in the office of this paper. The users will no doubt testify to its excellence.

The Sole Agents for Southern China are

Messrs. WM. MEYERINK & CO., of our place.

EXCELSIOR CARGO.

For steamer *Toupin*, sailed on the 8th September.

For Marseilles—170 bales raw silk,

2 cases alike, 2 cases embroideries, 23 pieces tea,

25 cases paper, 18 cases hair, 2 cases porcelain,

3 cassia-bark, 32 cases Jiang-hsing. For St. Chamond—10 bales raw silk. For Lyons—275 bales raw silk.

[246]

THE COMMERCIAL TREATY.

A commercial reader with considerable experience in regard to the Transit Pass system favours our contemporary, the *Peking and Tientsin Times*, with the following remarks on the subject of the just concluded treaty:

The different telegrams that have reached us in regard to the new Anglo-Chinese Commercial Treaty will have been read with the utmost interest by all business men connected with the China Association.

It must be recited to many that the address of Mr. C. J. Dudgeon at the Special General Meeting of the China Association in Shanghai on 31st July last, has not called for more ventilation on this point.

Whoever is responsible for the appointment of Mr. Dudgeon as Commissioner to assist Sir James Mackay in discussing and drawing up the proposed treaty with the Chinese Commission, we do not know,

but we accept his qualifications for the position by the calm manner in which the members of the China Association listened to what he had to say and what has more or less been agreed to by the Commissioner, especially the abolition of *lekin* and the substitution

of a surtax on all exports and imports to

compensate the Chinese Government for the loss.

What is the reason for the failure of the

Chinese to accept the terms of the proposed

treaty?

We are fully aware of the failure of the

Transit Pass system, but it is not generally

known why it was a failure.

It was the apathy of the British Govern-

ment in not enforcing treaty rights.

In the treaty of Tientsin it is provided that British goods having paid an import duty of 5 per cent.

are entitled to go to any inland market

by paying an extra duty of 2½ per cent.

for which the owners get a Transit Pass to

take the goods to their destination without any

further payment whatever.

The Transit Pass system, however, has not

NOTICE.

Communications respecting Advertisements, Subscriptions, Printing, Binding, &c., should be addressed to THE MANAGER, and special business matters to THE MANAGER.

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until

Orders for extra copies of DAILY PRESS should be sent before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash.

Telegraphic Address: Press, Codes: A.B.C., 5th Ed. Lieber's.

P.O. Box, 33. Telephone No. 12.

NEW ADVERTISEMENTS

PUBLIC AUCTION.

The Undersigned has received instructions to sell by Public Auction,

on SATURDAY,

the 20th SEPTEMBER, 1902, at 2.30 P.M., at his SALES ROOMS, Duddell Street.

(FOR ACCOUNT OF THE CONCERNED).

A QUANTITY OF SILVER GOODS,

such as FINGER BOWLS, NAPKIN RINGS, SPOONS, FORKS, UMBRELLA HANDLES, CIGAR AND CIGARETTE CASES, HAIR BRUSHES, BUCKLES, HAT PINNS, &c., &c.

SUNDAY JEWELLERY, comprising:

DIAMOND RINGS, DIAMOND and SAPPHIRE CRESCENT, DIAMOND and RUBY RINGS, DIAMOND BRACELETS, &c., &c.

On view from Friday, the 19th September.

TERMS—Cash on delivery.

GEO. P. LAMMERT, Auctioneer.

Hongkong, 16th September, 1902. [2473]

NEW ADVERTISEMENTS

FURNISHED HOUSE WANTED.

Hill district preferred.

Apply—

THE HONGKONG LAND INVEST-

MENT & AGENCY CO., LTD.

Hongkong, 16th September, 1902. [2474]

NOTICE.

I HAVE This Day RESUMED my duties as Manager of WM. POWELL, LIMITED.

R. G. HECKFORD,

Manager.

Hongkong, 16th September, 1902. [2466]

NOTICE.

THE Undermentioned have been authorized by us to SIGN HARLEY WICKING &

CO. from this date:

MR. GEORGE HARLEY DANN.

WALTER CLEMENT DREW.

JOHN OWEN HUGHES.

HARLEY WICKING & CO.

Hongkong, 15th September, 1902. [2467]

DEUTSCH-ASIATISCHE BANK.

NOTICE.

BY Order of the Board of Directors of Mr. ERNST MIROW has been authorized to SIGN PRO CURATOR in conjunction with one of the Managers.

H. SCHOTTLAENDER,

Manager.

Hongkong, 15th September, 1902. [2468]

THE CHINA FIRE INSURANCE COMPANY, LIMITED.

NOTICE.

FROM This Date and during the Temporary Absence of the undersigned, Mr. G. PEMBERTON will act as SECRETARY of the company.

By Order of the Board.

GEO. L. TOMLIN,

Secretary.

Hongkong, 16th September, 1902. [2469]

S M I T H P R E M I E R TYPEWRITER.

MANY ADVANTAGES OVER ITS COMPETITORS.

WM. MEYBRINK & CO.,

Sole Agents.

Hongkong, 16th September, 1902. [2464]

CAPT. E. SHEPHERD,

NAUTICAL ADVISER, LICENSED PILOT, and SURVEYOR.

Office: BANKAI, WAT BANG KHANG,

BANGKOK, SIAM.

[2470]

HONGKONG CRICKET CLUB.

THE ANNUAL GENERAL MEETING

will be held in the PAVILION on TUESDAY, 23rd September, 1902, at 5.15 P.M.

A. G. WARD,

Hon. Secretary.

Hongkong, 16th September, 1902. [2471]

COMPAGNIE DES MESSEAGERIES MARITIMES.

PAQUEBOTS-POSTE FRANCAIS.

FOR SHANGHAI, NAGASAKI, KOBE AND YOKOHAMA.

THE Company's Steamship

NOTICE.

"SALAZIE," Captain Albert, will be despatched for the above ports on or about MONDAY, the 22nd inst.

For Freight or Passage, apply to

G. DE CHAPEAUX,

Agent.

Hongkong, 16th September, 1902. [2472]

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

NOTICE TO CONSIGNEES.

FROM TRIESTE, PORT SAID, ADEN, BOMBAY, COLOMBO, PENANG AND SINGAPORE.

THE Steamship

NOTICE.

having arrived, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, at Kowloon, and stored at Consigned risk, delivery may be obtained.

Optional Cargo will be discharged here unless notice to the contrary be given immediately.

No claims will be admitted after the Goods have left the Godowns, and all claims must be sent to the Office of the undersigned before Noon, on the 21st of September, or they will not be recognized.

No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 21st of September, will be subject to rent.

Bills of Lading will be countersigned by

SANDER, WIELER & CO., Agents.

Hongkong, 15th September, 1902. [2473]

NOTICE TO CONSIGNEES.

FROM MIDDLESBOROUGH AND LONDON.

THE Steamship

NOTICE.

"FLINTSHIRE," Captain E. J. Siddle, having arrived from the above ports, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, at Kowloon, and stored at Consigned risk, delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 18th inst. will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 18th inst. at 2.30 P.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

SHEWAN, TOME & CO., Agents.

Hongkong, 15th September, 1902. [2474]

NOTICE.

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SHEWAN, TOME & CO., Agents.

Hongkong, 15th September, 1902. [2475]

NEW ADVERTISEMENTS

PUBLIC AUCTION.

INTIMATIONS

NOW READY.

THE FRENCH IN TONKIN AND SOUTH CHINA

BY ALFRED CUNNINGHAM.

Price, — 83.

1 MAP, 60 ILLUSTRATIONS.

ON SALE AT LOCAL BOOKSELLERS AND "DAILY PRESS" OFFICE.

Hongkong, 25th August, 1902. [2476]

GOVERNMENT-GENERAL OF FRENCH INDO-CHINA.

WILL BE OPENED ON 3RD NOVEMBER, 1902.

THE Exposition, which is situated close to the Railway Terminus at Hanoi, will comprise a GRAND PALACE and MAGNIFICENT BUILDINGS, containing Artistic, Commercial, Agricultural and Industrial Productions of the greatest variety from France and her Colonies (1st section); French Indo-China (2nd section); and the countries of the Far East—China, Japan, Philippines, Siam, Netherlands, India, British India, Straits Settlements, Burma, &c. (3rd section).

The WEATHER in TONKIN during the months of November, December, January, and February, is mild and invigorating and may be compared to a winter at Nice.

The GALLERY of FINE ARTS will contain more than 500 Pictures, and will be organized under the Direction of the Inspection General of Fine Arts of Paris.

SPECIAL EXCURSIONS by Railways and Steamers to the chief Places of Interest in Indo-China (Cochin-China, Tonkin, Laos, Cambodia, Annam) will be organized at reasonable prices.

ATTRACtIONS OF ALL KINDS: Military Bands, Theatres, Circuses, Concerts, Aquatic Sports, Balloon Ascensions, Fireworks, Dances, &c., will be provided.

REDUCED PRICES will be charged by all Steamship Lines running to Haiphong, from whence Hanoi may be reached in a few hours by Railway or Steamer.

Numerous First-Class HOTELS and CAFES assure every accommodation to visitors at moderate prices.

For FURTHER INFORMATION apply to the French Consulates in the Far East.

P. THOMÉ, Commissaire-Général de l'Exposition de Hanoi.

Hongkong, 1st July, 1902. [2477]

AUCTIONS

PUBLIC AUCTION.

THE FRENCH IN TONKIN AND SOUTH CHINA

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P. THOMÉ, Commissaire-Général de l'Exposition de Hanoi.

Hongkong, 1st July

HONGKONG
BUSINESS DIRECTORY.

BOOKBINDING

DAILY PRESS" OFFICE,
The only office in China having European
taught workmen. Equal to Home Work
FURNITURE WAREHOUSEMEN

A CHEER & CO., Established 1859.
Every Household Requisito. Depot for
Eastman's Kodak Films and Accessories;
1/2a, Queen's Road Central.

JEWELLERS

MAISON LEVY HERMANOS,
Diamond Merchants and Watchmakers.
Watson's Building, Queen's Road. Also
at Shanghai, Manila, Paris and Ilelo.

PHOTOGRAPHER

M. MUMAYA, JAPANESE ARTIST.
Bromide and Crayon Enlargements and
also colouring Photos and relief Photos.
Views of China and Manila. Work
done for Amateurs; No. 8, Queen's
Road Central.

PRINTING

"DAILY PRESS" OFFICE.
Printed by Englishmen.
STOREKEEPERS

F. BLACKHEAD & CO.
Navy Contractors, Shipchandlers, Sail-
makers, Provision and Coal Merchants.
Praya Central, next Hongkong Hotel.

GISMARCK & CO.
Navy Contractors, Ship Chandlers,
Provision and Coal Merchants. Sail-
makers &c. Fresh Water supplied to
Vessels in the Harbour

KWONG BANG & CO.
Shipchandlers, Sailmakers, Provisioners,
Coal Merchants, Hardware, Engineer
Tools, Brass and Iron Merchants.
142, Des Vœux Road.

MOHR & SEIMUND,
43 and 45, Des Vœux Road. Shipchandlers,
Sailmakers, Riggers, Commission Agents
and General Storekeepers; Sole Agents
for Shipowners' Composition ("Grey-
bound Brand"), and Blundells
Spence & Co.'s Composition.

WATCHMAKERS

DROZ & CO.
10, Queen's Road Central. Repairs of
Watches and Clocks by competent
European experts at moderate rates.

HONGKONG CLUB.

NOTICE.
THE SECOND HALF-YEARLY
DRAWING OF SIXTY-FIVE DE-
BENTURES of the HONGKONG CLUB,
payable on TUESDAY, the 30th September,
1902, will be drawn at the HONGKONG CLUB
House, at 11 o'clock A.M., on FRIDAY,
the 19th September, 1902.

Bearers of Debentures are invited to attend
the Drawing.

C. H. GRACE,

Secretary,
Honkong, 1st September, 1902. [2439]

CARBOLINUM-AVENARIUS
USED FOR OVER 25 YEARS.

TRADE MARK
CARBOLINEUM AVENARIUS
IN OILS, LIQUIDS,
GELS, ETC.

Thoroughly reliable preservative for Wood
and Stone against White Ants, Decay, Fungus
Etc. and Diseases.

LUTGENS, EINSTMANN & CO.

Sole Agents for China.
Hongkong, 1st July, 1902. [1801]

BUDWEISER
BEER.

EXTRA PALE LAGER IN CLEAR BOTTLES,
of UNIVERSAL POPULARITY.

ANHEUSER-BUSCH BREWING
ASSOCIATION ST. LOUIS.

TRADE MARK
BUDWEISER
IN OILS, LIQUIDS,
GELS, ETC.

This Beer is brewed of best Selected Hops and
Barley Malt only, and warranted not to
contain Chemicals in any form.

The Beer is sterilized after being bottled, and
full strength retains its condition in any
climate. Beautifully bright, deliciously spark-
ling, and perfectly pure.

F. BLACKHEAD & CO.,
Sole Agents.

Hongkong, 25th July, 1902. [203]

D. S. COLE.

1902 1902 1902

MAIL TABLES.

The Card published at the Daily Press Office

Contains English Mails, Homeward and outward

French " " "

German " " "

Canadian " " "

United States " " "

Parcel Post " " "

Calendars for 1902 " " "

There is more information than is given on
one printed in London for which fifty cents is
charged. The price of the locally printed
correct card is 20 cents on paper, 30 cents on
cardboard. Supplied only for cash by Daily
Press Office or the Booksellers.

Hongkong, 16th January, 1902.

NOTICE OF FIRM

THE VICTORIA DISPENSARY

NOTICE IS HEREBY GIVEN that Mr.
EDWARD LANGLEY has ceased to
be connected with our business.

Mr. SOUTHEE KENT has been appointed
our REPRESENTATIVE FOR THE HARBOUR
AND SHIPPING BUSINESS, and all orders
committed to his charge will receive immediate
attention.

THE VICTORIA DISPENSARY,
J. R. CAPELL,
Manager,
Hongkong, 5th August, 1902. [2118]

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Hongkong, 21st June, 1902. [1217]

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J. W. KEW,
Manager,

20, Des Vœux Road.

Hongkong, 13th June, 1902. [165]

THE

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ON

APPLICATION.

SOUTHERN AND MIDLAND JOTTINGS.

But to return to my subject, I must say that
Mr. William Newham has batted this year in a
style quite reminiscent of twenty seasons ago,
while Fred Tate, commonly called "Chubby"
by his fellow professors, has never bowled better
in his life. Last year Tate, for the first time
in his life, took 100 wickets—really 126 for 20
runs each; but this year he looks like securing
about 160 at less cost. Moreover, in his thirty-
fifth year he was selected to help England, and
the deadlines of his medium-paced deliveries
deserved the distinction, even though he was
unfortunate in the Test Match. Never in my
time has any Sussex bowler been selected for
England before. The advance of Tate gives
cause for the more satisfaction, inasmuch as

Joe Vins seems to have lost all his leg-break
effectiveness. Notts are improving, and I dare
say that the prophecy of a member of their
committee to me that in about three years they
will have a good team again may prove true. I
am sorry to say that Surrey seem to be surely
retrograding to their position of the early
"sights." There is not a great deal of change
in other shires, but Leicestershire have failed
as badly as Middlesex, though I am right down
glad to see an improvement in Derbyshire, for
they have had a long and a terrible struggle.
But they certainly are improving, for the old
Rugby boy, Mr. A. E. Lawton, has made some
big scores, and Mr. E. Maynard Ashcroft, an
Owens College doctor, has come right to the
front with increased opportunity. The greater
success came with an unexpected windfall in
the family, and I should not be surprised at
Mr. Ashcroft, who is only the Bobby Abel build, making a great name. Then
Derbyshire have also gained strength in C. A.
Oliviere, the West Indian. I noted to my
interest, surprise that there were five amateurs
selected to play for Derbyshire against Worcester.
Time was when Mr. S. H. Everard used
to go on tour with ten professionals, so
that there is a happy blending here. Moreover
Warren and Bestwick are bowling better,
and of Humphries, who has succeeded Storer as
a wicket-keeper. I hear nothing but praise,
although I have not seen him. Speaking collectively
these strike me as the most interesting
phases of the season. Individually there is
little more to say than I have already recounted
beyond the strange death of new cricketer.
We see the same familiar faces almost year after
year. Now players of any class are certainly
rare. But we must not overlook the remarkable
performances of the "old men," for Arthur
Shrewsbury, the most scientific bat of his
period, W. G. Grace, the greatest cricketer
the world has ever seen, William Gunn, the
most polished of all the batsmen of giant
stature, and William Murdoch, the Australian,
each of the early eighties, have all been wonderfully
successful. The Australian cricket team
has confounded the Colonial critics and been a
brilliant combination. But of them I shall take
an opportunity of writing at length.

CHANGES IN FOOTBALL LAW.

All the clubs are busily preparing for the
football campaign, which will open on the 1st

day of September, although it will be rather

later before the Rugby Union clubs are on

active service. But the professionals of the
Association code have already responded to the
call to arms, and are in active training for
the League tournament. We shall have

a new and an important football law in
operation, and I shall be very curious to

see how it works. The penalty area is
entirely altered, and does not now extend

from touch line to touch line in length, nor is it

twelve yards in width. But eighteen yards from

each goal post there will be marked two straight

lines coming out at right angles from the goal
line, and of course running parallel with the
touch lines for a distance of 18 yards. These

two lines will be connected by a line parallel to
the goal line. If you figure it out you will see

that this means a parallelogram 44 yards long
by eighteen yards wide. This will be the penalty
area, and will be another geometrical figure of
the same design to be called the goal area, 8
yards long by 8 yards wide. There will be a 12
yards' mark for the penalty kick. In this little
enclosure the goalkeeper is a sacred person,
except he holds the ball or obstructing an
opponent. But in the larger of all the
players must be fair, or the penalty law
will be enforced. That is to say, any intentional
tripping, kicking, jumping at a player, or
holding the ball by the defending side within
this space of 18 yards by 44 yards must be
visited by the punishment of a penalty kick.
The Association world has been much worried
over this alteration, and personally I still think
that this is a very questionable change. I
prefer the whole sweep of the field, and contend
that a player on the line has as much right to
special protection when he is about to centre as
a forward who is approaching goal. There is
no denying that centres by wing men bring
goals. I have heard that the alteration has
been brought about to please Scotland. It can,
however, be said that the new law has its
advantages, for there is more protection to
the attacking side in the centre of the field and
the half-backs will be better able to follow up
their forwards. This is after all a very important
point, and it is quite arguable that the
innovation may induce the outside wing men to
part with the ball before dribbling up into the
region of the corner flag, and may encourage
the cultivation of a little fitness between the
outside and inside forwards. We see very little
of this nowadays, and a change which may
bring more art and less iron into the really
noble game is to be commended. Still, as I say,
I have my doubts about the way the law
will work. There are two other changes in
the new official rules which are of moment,
as I see that a referee has now power
not only to order a player off the field, but he
has the same peremptory privilege as a linesman,
and can appoint a substitute in his place.

By the way, I heard a good story the other day
about Fry. A famous bowler was inclined to be
humorously sarcastic after dining with
K. S. Ranjitsinhji, and he ventured the observa-
tion that Fry and Brockwell, the latter of whom
was present, were not great batsmen. He said
they had no variety of strokes. Whereupon
Ranji said: "Well, how would you set
your field for Mr. Fry?" "Oh," answered the
bowler, "I

VESSELS ADVERTISED AS LOADING.

To ascertain the anchorage of any vessel, the harbour has been divided into Four Sections, commanding from Green Island. Vessels anchoring nearest Kowloon are numbered, midway between Hongkong & Kowloon, and those vessels berthed at the Kowloon Wharf, *k.m.*, together with the number denoting the section.

1. From Green Island to the Harbour Master's.
2. From Harbour Master's to Blake Pier.

3. From Blake Pier to Naval Yard.
4. From Naval Yard to East Point.

DESTINATION	VESSEL'S NAME	FLAG & REG.	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON	DABDANUS	Brit. str.	2 m.		BUTTERFIELD & SWIRE	To-day.
LONDON	CEYLON	Brit. str.	-	W. Hayward, E.N.R.	P. & O. S. N. Co.	On 19th inst., at Noon.
LO. LONDON, &c., VIA PORTS OF CALL	BENGAL	Brit. str.	-	A. L. Valentini	P. & O. S. N. Co.	On 27th inst., at Noon.
LONDON	DIOMED	Brit. str.	-		BUTTERFIELD & SWIRE	On 30th inst.
LONDON	NESTOR	Brit. str.	-		BUTTERFIELD & SWIRE	On 14th October.
LONDON	ACHILLES	Brit. str.	-		BUTTERFIELD & SWIRE	On 23rd October.
LONDON	MENELAUS	Brit. str.	-		BUTTERFIELD & SWIRE	On 11th November.
LONDON	AGAMEMNON	Brit. str.	-		BUTTERFIELD & SWIRE	On 25th November.
MARSEILLES, LONDON & ANTWERP, &c.	HARATA MARU	Jap. str.	-		NIPPON YUSEN KAISHA	On 20th inst., at Daylight.
MARSHALLIS, &c., VIA PORTS OF CALL	AWA MARU	Fren. str.	-		MESSENGERIES MARITIMES	On 22nd inst., at Daylight.
GENOA, LONDON & ANTWERP	LAOS	Jap. str.	-		NIPPON YUSEN KAISHA	On 4th October, at Daylight.
BREMEN, VIA PORTS OF CALL	PRINZESS IRENE	Brit. str.	-		GIBR. LIVINGSTON & CO.	To-morrow, at Noon.
HAVRE & HAMBURG	KONIGSBERG	Ger. str.	-		HAMBURG-AMERIKA LINIE	To-morrow, at 5 P.M.
HAVRE & HAMBURG	BAMBERG	Ger. str.	-		HAMBURG-AMERIKA LINIE	On 24th inst.
HAVRE & HAMBURG	FRIEDBURG	Ger. str.	-		HAMBURG-AMERIKA LINIE	On 22nd October.
HAVRE & HAMBURG	SILVIA	Ger. str.	-		HAMBURG-AMERIKA LINIE	On 6th November.
HAVRE & HAMBURG	SAXONIA	Ger. str.	-		HAMBURG-AMERIKA LINIE	On 19th November.
HAVRE & HAMBURG	SERBIA	Ger. str.	-		HAMBURG-AMERIKA LINIE	On 12th December.
HAVRE & HAMBURG	MARIBOR	Eas. str.	-		HAMBURG-AMERIKA LINIE	On or about 15th October.
HAVRE & HAMBURG	KNIALS (FORTSCHAKOW)	Aus. str.	-		BRADLEY & CO.	On 19th inst., P.M.
HAVRE & HAMBURG	GLENROY	Brit. str.	-		SANDER, WIELER & CO.	To-morrow.
HAVRE & HAMBURG	APTON	Brit. str.	-		MACGREGOR BROS. & GOW	On 29th inst.
HAVRE & HAMBURG	AFRIDI	Brit. str.	-		SHEWAN, TOME & CO.	On 20th inst.
ODESSA, VIA PORTS OF CALL	INDIANI	Brit. str.	-		DODWELL & CO., LTD.	About 20th inst.
TRISTE, &c., VIA SINGAPORE, &c.	HUDSON	Brit. str.	-		JARDINE, MATHESON & CO.	On 30th inst.
NEW YORK VIA SUEZ CANAL	EXPRESS OF JAPAN	Brit. str.	-		STANDARD OIL CO. OF NEW YORK	On or about 5th October.
NEW YORK VIA SUEZ CANAL	ATHENIAN	Brit. str.	-		CANADIAN PACIFIC R. CO.	On 24th inst., at Noon.
NEW YORK VIA SUEZ CANAL	GLENOGLIE	Brit. str.	-		CANADIAN PACIFIC R. CO.	On 8th October.
NEW YORK VIA SUEZ CANAL	KINSHIMA MARU	Jap. str.	-		DODWELL & CO., LIMITED	On 20th inst.
NEW YORK VIA SUEZ CANAL	HYSON	Brit. str.	-		NIPPON YUSEN KAISHA	On 22nd inst., at 4 P.M.
NEW YORK VIA SUEZ CANAL	SHINANO MARU	Jap. str.	-		BUTTERFIELD & SWIRE	About 23rd October.
NEW YORK VIA PORTS & SUZ CANAL	INDEBATE LI	Brit. str.	-		NIPPON YUSEN KAISHA	On 6th October, at 4 P.M.
NEW YORK VIA PORTS & SUZ CANAL	CHINOTU	Brit. str.	-		JARDINE, MATHESON & CO.	On 25th inst.
VANCOUVER, VIA SHANGHAI, &c.	EASTERN	Brit. str.	-		STANDARD OIL CO. OF NEW YORK	On or about 5th October.
VANCOUVER, VIA SHANGHAI, &c.	KUMANO MARU	Jap. str.	-		CANADIAN PACIFIC R. CO.	On 24th inst., at Noon.
VICTORIA (B.C.) & TACOMA VIA JAPAN	MINKE MARU	Aus. str.	-		CANADIAN PACIFIC R. CO.	On 8th October.
VICTORIA (B.C.) & SEATTLE VIA SHANGHAI, &c.	TRISTE	Brit. str.	-		DODWELL & CO., LIMITED	On 20th inst.
VICTORIA (B.C.) & SEATTLE VIA NAGASAKI, &c.	IDZUMI MARU	Jap. str.	-		NIPPON YUSEN KAISHA	On 22nd inst., at 4 P.M.
PORTLAND, OREGON	INDIA MARU	Brit. str.	-		BUTTERFIELD & SWIRE	About 23rd October.
AUSTRALIAN PORTS	INDIA MARU	Brit. str.	-		NIPPON YUSEN KAISHA	On 6th October, at 4 P.M.
AUSTRALIAN PORTS	INDIA MARU	Brit. str.	-		JARDINE, MATHESON & CO.	On 25th inst.
MOJI, KOBE & YOKOHAMA	YOKOHAMA & KOBE	Brit. str.	-		STANDARD OIL CO. OF NEW YORK	On 25th inst.
YOKOHAMA & KOBE	YOKOHAMA, V. SHANGHAI, MOJI & KOBE	Brit. str.	-		CANADIAN PACIFIC R. CO.	On 24th inst., at Noon.
KOBE	YOKOHAMA	Brit. str.	-		CANADIAN PACIFIC R. CO.	On 8th October.
NAGASAKI, KOBE & YOKOHAMA	POORT ARTHUR & VLADIVOSTOCK	Brit. str.	-		DODWELL & CO., LIMITED	On 20th inst.
SHANGHAI, NAGASAKI, HIOGO & YOKOHAMA	SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	Brit. str.	-		NIPPON YUSEN KAISHA	On 22nd inst., at 4 P.M.
SHANGHAI	SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	Brit. str.	-		BUTTERFIELD & SWIRE	On 6th October.
NINGPO & SHANGHAI	FOOCHOW	Brit. str.	-		NIPPON YUSEN KAISHA	On 19th October.
TAMSUL, VIA SWATOW & AMOY	CHANGCHOW	Brit. str.	-		JARDINE, MATHESON & CO.	On 29th inst.
ANPING, VIA SWATOW & AMOY	DAIGI MARU	Jap. str.	-		STANDARD OIL CO. OF NEW YORK	On 2nd October, at Noon.
FOOCHOW, VIA SWATOW & AMOY	MAIDZURO MARU	Jap. str.	-		CANADIAN PACIFIC R. CO.	On 4th October.
SWATOW, AMOY & FOOCHOW	ANPING MARU	Jap. str.	-		CANADIAN PACIFIC R. CO.	On 8th October.
ILUO LU & CEBU	HAICHING	Brit. str.	-		DODWELL & CO., LIMITED	On 10th October.
MANILA	KAI FONG	Brit. str.	-		NIPPON YUSEN KAISHA	On 12th October.
MANILA	YUEN-SANG	Brit. str.	-		JARDINE, MATHESON & CO.	On 14th October.
MANILA	CHANGCHOW	Brit. str.	-		STANDARD OIL CO. OF NEW YORK	On 16th October.
MANILA	DAIGI MARU	Jap. str.	-		CANADIAN PACIFIC R. CO.	On 18th October.
SINGAPORE, PENANG & BOMBAY	MAIDZURO MARU	Jap. str.	-		DODWELL & CO., LIMITED	On 20th October.
SINGAPORE & BOMBAY	TIROL	Aus. str.	-		NIPPON YUSEN KAISHA	On 22nd October.

SHIPPING.

ARRIVALS		August 25.—Danish bark, <i>Marecaulus</i> , Starvoer, from Bangkok for New York.
Sept. 14, HONGKONG, British str., 2,500. W. Dawson, Singapore 9th Sept., General.		August 27.—Dutch str., <i>Bogor</i> , Van der Putte, from Rotterdam for Batavia.
CHINEREE		August 27.—Dutch str., <i>Salak</i> , Sharp, Aug. 27, from Batavia for Rotterdam.
Sept. 14, PRINZESS IRENE, British steamer, 2,281. J. Horie, Shanghai 11th Sept., General.		August 29.—British str., <i>Duke of Sutherland</i> , Collier, from London for Batavia.
Sept. 14, TRINTAL, Gutman str., 1,002. P. Koch, Kolmanskop 8th Sept., General.		August 29.—German bark, <i>Tellus</i> , Nielsen, from Sammaring for Ponta Delgada.
Sept. 15, AMABA, British steamer, 1,500. C. J. Mattock, Java 1st Sept., Sugar—JARDINE, MATHESON & CO.		August 30.—British str., <i>Islander</i> , for Singapore.
Sept. 15, COWRIE, British str., 3,155. D. J. Davies, Batoum 7th July, Petrol—ALKI, KARBERG & CO.		
Sept. 15, COWRIE, British str., 3,155. D. J. Davies, Batoum 7th July, Petrol—ALKI, KARBERG & CO.		
Sept. 15, GLENROY, British str., 3,411. Selby, Amoy 3d August, General—MCGREGOR, BROOK & GOW.		
Sept. 15, HUE, French steamer, 704. Godman, Haiphong and Kwangtchauw 4th Sept., General—A. R. MARTY.		
Sept. 15, LOONGHANG, British str., 1,492. G. S. Weigall, Manila 12th Sept., General—JARDINE, MATHESON & CO.		
Sept. 15, ASTRAL, American ship, Dunham—Standard Oil Co.		
Sept. 15, PM. NO. NO. str., 837. T. Seeborg, Haiphong 11th Sept., and Ho-how 14th, General—A. R. MARTY.		
Sept. 15, SKULD, Norw. str., 914. A. Berben, Bangkok 8th Sept., Rice—CHINESE.		

CLEARANCES.

AT THE HARBOUR MASTER'S OFFICE.	15th September.
British str., for Singapore.	
French str., for Haiphong.	
Chinese str., for Amoy.	
Chinese str., for Shanghai.	
Lycheen, German str., for Canton.	
Edo, British str., for Shanghai.	
Phrao, German str., for Bangkok.	
Phrao, British str., for Singapore.	
Triphun, German str., for Ho-how.	
Whampoo, British str., for Canton.	

DEPARTURES.

15th September.
French str., for Haiphong.
Chinese str., for Shanghai.
Lycheen, German str., for Canton.
Edo, British str., for Shanghai.
Phrao, German str., for Bangkok.
Phrao, British str., for Singapore.
Triphun, German str., for Ho-how.
Whampoo, British str., for Canton.

VESSELS IN DOCK.

15th September.

ABERDEEN DOCKS.—*Glenroy*, *Starvoer*.

KOWLOON DOCKS.—*Saled*, H.M.S. *Wivern*, *Sian*, *Belvoir*, *Hayesdale*, *Kingston*, *Luzon*, *Hochu*, *Longmuon*, *Empress of Japan*.

COSMOPOLITAN DOCK.—U.S.S. *Stedman*.

SHIPPING REPORTS.

The British steamer *Pygmalion*, from Shanghai 11th Sept., had N.E. wind, fine weather generally, slightly hazy.

The British steamer *Leopoldina*, from Manila 11th Sept., had moderate N. to N.E. breeze with smooth sea and cloudy weather. Gull arrived.

The German steamer *Tsitsian*, from Kohai-chang 5th Sept., had westerly wind and heavy rain showers in the Gulf of Siam. From Padang to port fine weather, light northerly wind and light N.E. swell.

The British steamer *Cowrie*, from Batoum 7th July, had fine weather throughout, light N.E. winds and smooth sea; gentle swell from N.E. at times and light showers; current setting N.N.W. about half knot, after passing lat. 14° N.

VESSELS PASSED ANJER.

August 21.—Amr. ship, *A. G. Rogers*, Rivers.

August 21, from Cardiff for Nagasaki.

August 22, British str., *Uda*, Watkey, Aug. 19, from Singapore for Hongkong.

TUESDAY, SEPTEMBER 16th, 1902

OCEAN STEAM SHIP COMPANY, LTD.

OUTWARDS.		DUE
GLASGOW and LIVERPOOL	"ACHILLES"	On 25th September.
GLASGOW and LIVERPOOL	"MENELAUS"	On 1st October.
GLASGOW and LIVERPOOL	"AGAMEMNON"	On 10th October.
GLASGOW and LIVERPOOL	"DEUCALION"	On 16th October.
GLASGOW and LIVERPOOL	"PATROCLUS"	On 24th October.
GLASGOW and LIVERPOOL	"STENTOR"	On 30th October.

HOMEWARDS.		DUE
LONDON	"DAEDALUS"	On 16th September.
LONDON	"DIOMED"	On 30th September.
LONDON	"EGESTOR"	On 14th October.
LONDON	"ACHILLES"	On 29th October.
LONDON	"MENELAUS"	On 11th November.
LONDON	"AGAMEMNON"	On 23rd November.
LIVERPOOL	"PYRRHUS"	On 15th September.

(Taking Cargo at London Rates)
For Freight, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 12th September, 1902.

CHINA MUTUAL STEAM NAVIGATION
COMPANY, LTD.

OUTWARDS.		DUE
GLASGOW and LIVERPOOL	"KAISOW"	On 16th September.
GLASGOW and LIVERPOOL	"HYSON"	On 2nd October.

TRANS-PACIFIC SERVICE.

FOR VICTORIA, SEATTLE, TACOMA, and all PACIFIC COAST POINTS VIA NAGASAKI, KOBE & YOKOHAMA		STEAMERS	TO SAIL
"RYSON"			On 2nd October.

The S.S. "KAISOW" left Singapore on the 14th inst. for this port and is due on the 19th inst.
For Freight, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 16th September, 1902. [2402]

CHINA NAVIGATION CO.,
LIMITED.

FOR		STEAMERS	TO SAIL
FOOCHOW		"CHANGCHOW"	On 17th September.
NINGPO and SHANGHAI		"SINGA"	On 17th September.
SHANGHAI		"WHAMPOA"	On 19th September.
MANILA		"KUNFIANG"	On 22nd September.
ILOIO and CEBU		"KAFONG"	On 26th September.
PORT DARWIN, THURSDAY		"TAIYUAN"	On 4th October.
ISLAND, COOTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE		"CHINGTU"	On 29th September.
KOBE			

* The attention of Passengers is directed to the superior accommodation offered by these steamers, which are fitted throughout with Electric Light. A duly qualified Surgeon is carried.
† Taking Cargo on through bills of lading to all Yangtze and Northern China Ports.
‡ Taking Cargo and Passengers at through rates for all New Zealand Ports and other Australian Ports.
** See Special Advertisement.
For Freight or Passage, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 12th September, 1902. [12]

OSAKA SHOSEN KAISHA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.			
FOR	STEAMERS	LEAVING	
TAMSUI VIA SWATOW	"DAIGI MARU"	SUNDAY, 21st September.	
AND AMOY	T. KITANO	September.	
TAMSUI VIA SWATOW	"DAIJIN MARU"	SUNDAY, 28th September.	
AND AMOY	T. OGATA	September.	
ANPING VIA SWATOW	"MAIDZURU MARU"	WEDNESDAY, 17th September.	
AND AMOY	T. SAITO	September.	
FOOCHOW, VIA SWATOW	"ANPING MARU"	WEDNESDAY, 24th September.	
AND AMOY	I. Goto	September.	

The Co.'s new Steamers are specially designed for the coast trade of South China and Formosa, and are fitted with all modern improvements. Excellent accommodation is provided for first-class passengers, and a duly qualified doctor is carried.
All Steamers carry the Imperial Japanese Mail, subject to periodical inspection by the Government Marine Surveyors, and are registered the highest class at Lloyd's.
Steamers will go alongside the Co. Pontoon at the Customs' water-front promises a Tamsui to land all passengers and cargo.
By the Co.'s steamers for Shanghai, through Bills of Lading are issued for Cargo to Yangtze River Ports, as well as for North China Ports, in connection with the Nippon Yusen Kaisha's steamers from Shanghai.
For Freight, Passage, and further information, apply to Company's local Branch Office at No. 2, Des Voeux Road Central.

T. ARIMA,

Manager.

Hongkong, 15th September, 1902. [15]

PORTLAND & ASIATIC STEAMSHIP CO.

SAILINGS FROM HONGKONG via SHANGHAI, INLAND SEA OF JAPAN, MOJI, KOBE & YOKOHAMA FOR PORTLAND, OREGON OPERATING IN CONNECTION WITH THE OREGON RAILROAD & NAVIGATION CO.			
STEAMSHIP	TONS.	CAPTAIN	HONGKONG.
"INDRAVELLI"	4,899	W. C. Craven	October 14, 1902
"INDRAPIHUA"	4,899	Hollingsworth	November 14, 1902
"INDRASAMHA"	5,197	R. P. Craven	December 14, 1902

Through bills of lading issued to Pacific Coast Points and all Eastern, Canadian and United States Points. For through rates of Freight and further information, communicate with or apply to

ALLAN CAMERON, GENERAL AGENT.

Hongkong, 16th September, 1902. [14]

"BEN" LINE OF STEAMERS.

CHINA NAVIGATION CO., LTD.			
HONGKONG TO SYDNEY AND MELBOURNE VIA USUAL AUSTRALIAN PORTS OF CALL.	AVERAGE LENGTH OF VOYAGE TO SYDNEY	20 DAYS.	
Saloon Passengers carried at SPECIALTY REDUCED RATES, particulars of which can be obtained on application to the Undermentioned.	NEXT SAILINGS.		
"CHINGTU" ... leaves on 29th September.	"CHINGTU" ... 24th October.		
"TAIYUAN" ...	"TAIYUAN" ... 15th November.		
"TSINAN" ...	"TSINAN" ... 8th December.		
"CHANGSHA" ...	"CHANGSHA" ...		
Superior accommodation amidships. Electric Light throughout. Fitted with Refrigerators which ensure a fresh supply of Ice and Provisions during the entire voyage. Duly qualified European Surgeons carried.			

BUTTERFIELD & SWIRE

AGENTS.

Hongkong, 3rd September, 1902. [711]

VESSELS ON THE BERTH



AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM TO YOKOHAMA AND KOBE.

THE Company's Steamship

"TRIESTE"

Captain Macozzi, will leave for the above places

TO MORO, OW, the 17th inst., P.M.

This Steamer has Capital Accommodation for

Passenger, Electric Light and carries a Doctor.

SANDER, WIELER & CO.

Agents.

Princes' Building.

Hongkong, 13th September, 1902. [2428]

THE CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

FOR MANILA.

THE Company's Steamship

"MANILA"

Captain Macozzi, will leave for the above places

TO MORO, OW, the 17th inst., P.M.

This Steamer has Capital Accommodation for

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Hongkong, 13th September, 1902. [2428]

THE CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

FOR MANILA.

POST OFFICE NOTICES.

The Princess Irene, carrying the American Mail ex America Mars, left Shanghai on Saturday, the 13th inst., p.m., and may be expected here to-day.
The Preussen, with the German Mail of the 10th ult., left Singapore on Saturday, the 13th inst., at 6 a.m., and may be expected here to-morrow.
The Salast, with the French Mail of the 22nd ult., left Singapore on Monday, the 13th inst., at 6 p.m., and may be expected here on or about Mo. day, the 22nd inst. This packet brings replies to letters despatched from Hongkong on the 19th July.

MAILS WILL CLOSE

FOR

PER

DATE,

Castor.		Tuesday, 16th, 7.30 A.M.	
Bangkok.		Tuesday, 16th, 10.00 A.M.	
Singapore.		Tuesday, 16th, 10.00 A.M.	
SHANGHAI, NAGASAKI, KOBE, YOKOHAMA, MONOLULU, AND SAN FRANCISCO.	(Supplementary mail on board up to the time fixed for departure of the mail.)		
Coptic.		Tuesday, 16th, Printed matter and samples, 10.00 A.M. Registration, 10.00 A.M. (Registration, with late fee of 10 cents, up to 10.45 A.M.)	
Heungshan.		Tuesday, 16th, 11.00 A.M.	
Hinsang.		Tuesday, 16th, 3.00 P.M.	
Yuensang.		Tuesday, 16th, 3.00 P.M.	
Salen.		Tuesday, 16th, 4.00 P.M.	
Pakhoi.		Tuesday, 16th, 5.00 P.M.	
Canton.		Tuesday, 16th, 5.10 P.M.	
Swatow, Amoy and Ningpo.		Wednesday, 17th, 8.00 A.M.	
Quang Tchou, Hoihow, Pukhoi and Haiphong.		Wednesday, 17th, 9.00 A.M.	
EUROPE, &c., India via Tuticorin.	(Late Letters 11.10 to 11.30 A.M. Extra Postage 10 cents.)		
Princess Irene.			
Trieste.		Letters, &c., 11.00 A.M.	
Singan.		Wednesday, 17th, 2.00 P.M.	
Changchow.		Wednesday, 17th, 4.00 P.M.	
Haiching.		Thursday, 18th, 11.00 A.M.	
Manil.		Thursday, 18th, 3.00 P.M.	
Singapore.		Friday, 19th, 11.00 A.M.	
Shanghai.		Friday, 19th, 4.00 P.M.	
Manila.		Saturday, 20th, 11.00 A.M.	
Moji, Kobe, Yokohama, Victoria, B.C., & Tacoma.		Saturday, 20th, 3.00 P.M.	
Biakula.		Monday, 22nd, Printed matter and samples, 10.00 A.M. Registration, 10.00 A.M. (Registration, with late fee of 10 cents, up to 10.45 A.M.)	
EUROPE, &c., India via Tuticorin.	(Late Letters 11.10 to 11.30 A.M. Extra Postage 10 cents.)		
Kinshiu Maru.		Letters, &c., 11.00 A.M.	
Loos.		Monday, 22nd, 3.00 P.M.	
Chingta.		Wednesday, 24th, Printed matter and samples, 10.00 A.M.	
Empress of Japan.		Registration, 10.00 A.M. (Registration, with late fee of 10 cents, up to 10.45 A.M.)	
Bengal.		Letters, 11.00 A.M.	
Chingta.		Mondays, 29th, 3.00 P.M.	

TO-DAY.
- Coals, H. & K. Wharf & Godown Co.'s Storage Yard, Yaumati, Hughes & Hough, noon. Meeting of Hongkong Perseverance Lodge, Freemasons' Hall, 9 p.m.TO-MORROW.
- Sale, Furniture, 28, Gage Street, Messrs. Hughes & Hough, 3 p.m.

COMMERCIAL.

CLOSING QUOTATIONS.

15th September.

ON LONDON.—	
Geographic Transfer.	184
Bank Bills, on demand.	184
Bank Bills, at 30 days' sight.	184
Bank Bills, at 4 months' sight.	184
Credits, at 4 months' sight.	184
Documentary Bills, 4 months' sight.	184
PAR.—	
Bank Bills, on demand.	215
Credits, at 4 months' sight.	194
ON GUERNSEY.—	
On demand.	175
ON NEW YORK.—	
Bank Bills, on demand.	414
Credit, 60 days' sight.	24
BOMBA.—	
Teleggraphic Transfer.	128
Bank, on demand.	128
N CALIFORNIA.—	
Teleggraphic Transfer.	128
Bank, on demand.	128
ON SINGAPORE.—	
On demand.	128
ON NEW YORK.—	
Bank Bills, on demand.	414
Credit, 60 days' sight.	24
ON BATAVIA.—	
On demand.	128
ON HAINAN.—	
On demand.	163
ON SAIGON.—	
On demand.	114 p.c.p.m.
ON MANILA.—	
On demand.	1 p.c.p.m.
ON SINGAPORE.—	
On demand.	1 p.c.p.m.
ON BATAVIA.—	
On demand.	163
ON HAINAN.—	
On demand.	114 p.c.p.m.
ON SAIGON.—	
On demand.	1 p.c.p.m.
ON HONGKONG.—	
On demand.	1 p.c.p.m.
ON CHINA.—	
On demand.	1 p.c.p.m.
ON CALCUTTA.—	
Teleggraphic Transfer.	128
Bank, on demand.	128
ON SHANGHAI.—	
Bank, at sight.	74
Prints, 30 days' sight.	74
ON YOKOHAMA.—	
On demand.	201 p.c.p.m.
ON MANILA.—	
On demand.	1 p.c.p.m.
ON SINGAPORE.—	
On demand.	1 p.c.p.m.
ON BATAVIA.—	
On demand.	163
ON HAINAN.—	
On demand.	114 p.c.p.m.
ON SAIGON.—	
On demand.	1 p.c.p.m.
ON HONGKONG.—	
On demand.	1 p.c.p.m.
ON CHINA.—	
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ON CALCUTTA.—	
Teleggraphic Transfer.	128
Bank, on demand.	128
ON SHANGHAI.—	
Bank, at sight.	74
Prints, 30 days' sight.	74
ON YOKOHAMA.—	
On demand.	201 p.c.p.m.
THE GERMAN MAIL.	
The Imperial German mail steamer Preussen left Singapore on the 13th inst., at 6 a.m., and may be expected here to-morrow, p.m.	
THE INDIAN MAIL.	
The Indo-China steamer Kunming, from Cicutia and the Straits, left Singapore for this port on the 10th inst., at 6 p.m.	
THE AUSTRALIAN MAIL.	
The E. & A. steamer Atrion, from Sydney, &c., has left Port Darwin for Manila, and this port, and is due here on the 22nd inst.	
THE FRENCH MAIL.	
The M. steamer Salacie left Singapore on the 13th inst., at 6 p.m. for Saigon.	
THE AMERICAN MAIL.	
The T.P.K. steamer Americot Mars left Nagasaki on the 9th inst., at 10 a.m. for Manila, and is due there on the 13th inst., at 2 p.m.	

VESSELS EXPECTED.

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PASSENGERS ARRIVED.

For Hongkong, from Singapore, Mr. Joseland, Mr. Longman, from Manila, Mr. and Mrs. Sperry, Mr. and Mrs. Rosenthal and child, Messrs. L. Durhan, H. Bell, H. Fierz, G. D. Willey, A. Howe, T. Riley, F. N. Barber, F. H. Morel, H. B. Atwill, E. Wood, J. Lee, and M. Chaumont.

DEPARTED.

Per Rosetta Maru for Manila, Mr. and Mrs. O. S. Reinold, Mrs. T. Judd, Mr. and Mrs. Coney and two children, Mrs. M. Sherman, Messrs. M. E. Sandall, R. C. M. Johnson, B. P. Begay, Chapman, T. H. Holt, K. Tashima, R. Saito, A. F. Skiles, F. Hooker and C. Sugano.

NOW ON SALE.

THE CHRONICLE AND DIRECTORY FOR CHINA, JAPAN, COREA, INDO-CHINA, SIAM, STRAITS SETTLEMENTS, MALAY STATES, NETHERLANDS INDIA, PHILIPINES, BORNEO, &c.

WITH WHICH ARE INCORPORATED THE CHINA DIRECTORY.

THE HONGKONG DIRECTORY AND HONG LIST FOR THE FAR EAST.

FOR 1902.

THE FORTIETH ANNUAL ISSUE.

The DIRECTORY covers the whole of the ports and cities of the Far East, from Netherland India to Siberia, in which Europeans reside. Not only is the Directory as full and complete in each case as it can be made, but each Colony, Port, and Settlement is prefaced by a DESCRIPTION, carefully revised each year, most of which will serve as accurate GUIDES FOR THE TOURIST, giving every detail in connection with the places, their History, Topography, &c. &c.

The information in these Descriptions consisting of a hundred interesting articles, packed with facts concisely set out, and containing statistics of the Trade of each Country and Port, would alone suffice to fill a large volume,

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Royal Octavo Complete with Fourteen Maps and Plans, pp. 1,574, \$2.00. Directory only pp. 3,172, \$5.00.

JOINT STOCK SHARES.

HONGKONG, 13th September.

STOCKS.	NO. OF SHARES.	ISSUE VALUE.	PAID UP.	LAST DIVIDEND.	CLOSING QUOTATION.
BANKS.					
Hongkong and Shanghai Banking Corporation ...	80,000	\$125	\$125	10/-div. and 10/bonus at \$1.104 = \$11.67 for 2nd half year ended 31/12/01	\$505, buyers London 265.
National Bank of China, Ltd.	19,970 A	\$10	\$10	2/- for 1899... 3/- for 1st 10/- = \$1.68	\$27, sellers
Dardanus	750 firs.	\$1	\$1	None	\$10, sellers
MARINE INSURANCES.					
Union Ins. Society, Ltd.	10,000	\$20	\$20	40 p. c. for 1899 for 1899... 5 p. c. cf. £1.5. on account of 1900.	\$400, buyers London 385.
China Traders' Ins. Co. Ltd.	24,000	\$33	\$22	16/-p. for forward 30/4/01	\$385, sales
North China Ins. Co. Ltd.	5,000	\$100	\$25	Final 8 p. cent. of 1900.	\$181, sellers
Yangtze Ins. Assoc., Ltd.	8,000	\$100	\$100	\$12/- per cent. for 1900	\$127, sellers
Canton Insurance Office, Ltd.	10,000	\$250	\$100	5 per cent. for 1900	\$175, buyers nominal
Straits Insurance Co., Ltd.	30,000	\$100	\$20	5 per cent. for 1900	
FIRE INSURANCES.					
Hongkong Fire Ins. Co., Ltd.	8,000	\$250	\$50	33/- for 1900	\$335, buyers
China Fire Ins. Co. Ltd.	20,000	\$100	\$20	\$6 for 1900	\$84, buyers
SHIPPING.					
Hongkong, Canton and Macao S. C. Co. Ltd.	80,000	\$15	\$10	\$1.60 for half year ended 30/6/02... Final 8 p. cent. making in all 10 per cent. for 1900	\$361, sales
Indo-China S. N. Co. Ltd.	60,000	\$10	\$10	making in all 10 per cent. for 1900	\$80, sellers
China & Manilla S. Co. Ltd.	20,000	\$50	\$50	35/- per share for 1900 = 10 p. c. new share for 1900	\$221, buyers
Douglas Steamship Co., Ltd.	20,000	\$50	\$50	6 per cent. for year ending 30/6/1901	\$421, buyers
Star Ferry Co., Limited	10,000	\$10	\$5	12 per cent. for year ended 30/3/02	\$20, sellers
Hull Transport & Trading Co., Limited	2,000,000	\$1	\$1	2nd div. of 1st p. of 1900	\$175, sellers
REFINERIES.					